

LYDIA H. KENNARD
Executive Director
Los Angeles World Airports

Lydia H. Kennard was appointed Executive Director of Los Angeles World Airports (LAWA) in March 2000 after acting as Interim Executive Director since August 1999. She oversees and manages one of the largest airport operations in the world. LAWA airports include Los Angeles International (LAX), Ontario International (ONT), Van Nuys (VNY) and Palmdale Regional (PMD). LAX is the third busiest airport in the world; VNY is the nation's busiest general aviation airport; and the Department has ambitious growth plans for both ONT and PMD to relieve some of the aviation congestion in the Southern California basin. Together the four airports account for approximately 2,500 employees and a budget of \$690 million annually.

Kennard joined LAWA in 1994 as Deputy Executive Director for Design and Construction. In that capacity she managed an annual capital improvement budget of over \$600 million and oversaw the activities relating to planning, design, engineering, construction, real estate, and facilities at LAWA's four aviation facilities. She also administered a \$100 million budget for soundproofing and a multi-million dollar real estate acquisition program. Since mid-1998 Kennard has also supervised the proposed \$12-\$15 billion LAX Master Plan, a program to modernize LAX over the next 15 years.

With a Bachelor of Arts from Stanford, a Masters from Massachusetts Institute of Technology and a law degree from Harvard, Kennard has a wide range of urban planning, design, engineering, construction, real estate and facilities expertise. Before joining LAWA, she was President/Principal-in-Charge of KDG Development Construction Consulting, a Los Angeles-based firm specializing in land-use planning, development, programming, and construction management for public and private sector clients. She was also a member of the Los Angeles Planning Commission. In her legal career, Kennard was an associate lawyer with a firm specializing in real estate and construction law.

Kennard also serves on the UniHealth Foundation Board and has been a member of the California Medical Center Foundation Board and the Equal Opportunity Advisory Council for Southern California Edison. She was named 1995 "Woman of the Year" by the Los Angeles Chapter of the Women's Transportation Seminar. Additionally, in 2000, the National Association of Women Business Owners-Los Angeles named her the Civic Leader of the Year.

April 2000



Los Angeles World Airports

July 17, 2000

The Honorable Maria Contreras-Sweet
Secretary
Business, Housing and Transportation Agency
980 9th Street, Suite 2450
Sacramento, CA 95814

Dear Madame Secretary:

Recently, I had an opportunity to review the highlights of Governor Davis' Traffic Congestion Relief Plan, targeted to reduce congestion and improve mobility in the state's most severely congested areas. The transportation funding program is a very bold step that will have important future implications for the economic health and vitality of California. I know you were directly involved in developing the Governor's Congestion Relief Plan, and you are to be congratulated on securing such wide support for the program, leading to adoption by the State Legislature.

In the future, as you and your Agency staff continue to refine transportation initiatives for the state, I strongly urge that the ground access needs of major commercial airports in the State, including Los Angeles International Airport (LAX), be incorporated into the Administration's transportation program. Clearly, the international trade and tourism sector of the state's robust economy are directly benefiting from the aviation-related activities taking place at our international airports. As the California Transportation Commission (CTC) observed in a recent report to the Legislature:

"The California Transportation Commission also recognizes the importance of California's international airports, and LAX in particular, to the State's economy and our future economic growth."

In order to place this economic reality into context, LAX is currently responsible for over \$60 billion of direct economic activity in the Southern California region, translating into over 400,000 direct jobs. Independent analysis demonstrate that when the cumulative effects of these direct impacts ripple throughout the region, LAX's economic impact swells to nearly \$110 billion and almost 932,000 jobs. These figures clearly make a strong case that LAX is a central part of the economic engine driving the State's global economic expansion.

For the last few years, LAWA has implemented a comprehensive Master Plan program to address the modernization needs of LAX in a responsible and thoughtful way. (See enclosed brochure). The modernization is a response to the reality that both passenger and cargo demands are placing significant pressures on our current airport facilities. As a frequent user of LAX, I know you are personally confronted with the inadequacies of the current LAX terminals and related infrastructure. Nowhere are the physical infrastructure needs more evident than in the area of ground access. Therefore, the Master Plan program and process has given a great deal of focus to

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

Richard J. Riordan,
Mayor

Board of Airport
Commissioners

John J. Agoglia
President

Patricia Mary Schnegg
Vice President

Miguel Contreras
Warren W. Valdery
Leland Wong

Lydia H. Kennard
Executive Director

developing effective and innovative ground access improvements. The improvements will complement the regional transportation system, including:

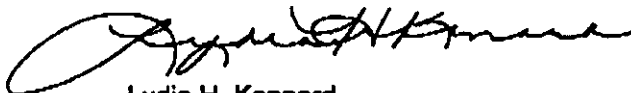
- A significant increase to transit—utilizing both clean fuel vehicles and rail connections including the Green Line, convert on and off airport transportation vehicles—including shuttles to clean burning engines;
- A ring-road and highway by-pass on the I-405 which will protect neighborhoods by diverting traffic away from local surface streets; and
- A significant improvement in expanding our FlyAway program, where passengers can park their auto at a remote terminal, check their luggage through to their ultimate destination, and board a clean fuel bus to LAX. Currently, over 700,000 people a year use our FlyAway facility in Van Nuys. We are currently exploring a number of sites for an expanded FlyAway program, including Los Angeles Union Station.

I do want to add, the development of our ground access program has been conducted in a partnership with other transportation agencies in the region and state, including representatives of Caltrans and the California Transportation Commission. In fact, as we examine the elements of the Governor's new transportation program, we believe there are some direct linkages between the proposed improvement projects, particularly the improvements to the I-405 (San Diego Freeway) and the ground access improvements LAWA is developing for the Master Plan program.

Actions taken by the state to support transportation infrastructure investments and ground access improvements at LAX, and other commercial airports, will clearly benefit California's economy, improve environmental quality, reduce congestion, and foster high technology solutions to the ground access challenge.

I hope there will be an opportunity in the near future for us to meet and discuss further, the development of a joint working relationship between LAWA and your Agency.

Sincerely,



Lydia H. Kennard
Executive Director

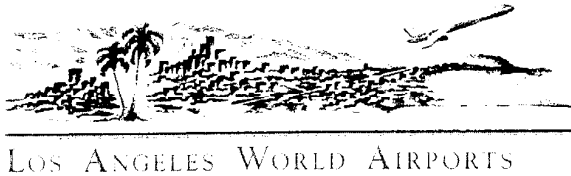
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Enclosure

c: Mr. Larry Magid, Deputy Secretary
Business, Transportation and Housing Agency

Mr. John Stevens, Staff Director
Office of the Governor

LAWA 2015



LOS ANGELES WORLD AIRPORTS

LAX MASTER PLAN QUESTIONS & ANSWERS

Q1. WHAT IS THE LAX MASTER PLAN? WHAT IS ITS STATUS?

- A. The LAX Master Plan will be a blueprint for continued modernization and development of LAX as Southern California's premier international airport and an integral part of the evolving regional system of airports that will serve the air transportation needs of the Southland in the 21st Century. The Master Plan is currently in the final planning stages. A number of alternatives are being studied. These studies will result in an Environmental Impact Statement and Environmental Impact Report (EIS/EIR). This document will allow planners and community members to evaluate the impacts of the various alternatives and decide on a Master Plan for the future.

Q2. IS THE LAX MASTER PLAN PART OF A REGIONAL PLAN FOR HANDLING SOUTHERN CALIFORNIA'S AIR TRANSPORTATION NEEDS?

Yes. The LAX Master Plan is being developed in the context of a regional system of airports that will include, in addition to LAX, Ontario International Airport and Palmdale Regional Airport, all three of which are owned and operated by Los Angeles World Airports (LAWA). In addition, Master Plan forecasts of future aviation demand assume that other airports will expand to help accommodate projected growth in the region. This may include new airport capacity in Orange, Riverside and San Bernardino counties as well as Burbank and Long Beach airports.

Q3. WHAT KIND OF PASSENGER DEMAND IS PLACED ON LAX TODAY? WHAT IS PROJECTED FOR THE FUTURE?

- A. In 1999, LAX handled 64 million passengers. It is the world's third busiest airport in terms of passengers handled, behind Atlanta's Hartsfield and Chicago's O'Hare. Forecasts show demand at LAX could grow by about 61% to an estimated 98 million passengers annually by 2015. This growth will be largely attributed to international travel. Today, about one-third of the passengers using LAX are international; two-thirds are domestic. By 2015, that mix is expected to change to about 50%-50%.

Q4. WHAT INDEPENDENT SOURCES HAVE COMPILED THESE GROWTH PROJECTIONS?

- A. Independent studies projecting growth in demand in the L.A. region and at LAX have been conducted by the Southern California Association of Governments (SCAG) and by the FAA.

Growth projections being used by LAWA in the LAX Master Planning process are consistent with the forecasts of both of these agencies.

Q5. DO THE MASTER PLAN ALTERNATIVES UNDER STUDY ASSUME LAX WILL ABSORB ALL OF THIS PROJECTED GROWTH IN DEMAND?

- A. Alternatives that would allow LAX to serve a projections of up to 98 million passengers annually are under study, as is an alternative designed to accommodate 89 million annual passengers. This latter alternative assumes that many, but not all of the remaining passengers could be absorbed by other regional airports if they are able to grow. The alternative that would accommodate 89 million annual passengers is the choice of LAWA staff.

Q6. WHAT PERCENTAGE OF THE REGION'S TOTAL PASSENGER LOAD DOES LAX HANDLE TODAY? HOW WILL THAT CHANGE IN THE FUTURE?

- A. Today, LAX handles nearly 75% of all passengers in and out of the region. By 2020, when SCAG projects that a total of nearly 160 million passengers annually could be destined for the region's airports, LAX's share of passengers is expected to decrease to under 60%.

Q7. WILL LAWA EXPAND ONTARIO AND PALMDALE AIRPORTS TO ACCOMMODATE GROWING DEMAND IN THE REGION?

- A. In 1998 LAWA completed a major expansion of Ontario International Airport, which is now equipped to handle about 10 million passengers annually. In the future, this airport could serve as many as 20 million passengers annually. Also, last October, LAWA completed a study on the feasibility and best means of further developing and marketing Palmdale Regional Airport to serve the growing needs of the region. The study determined that, under a best case scenario, Palmdale Airport could be serving as many as 4 million annual passengers by 2010. In October, LAWA signed a Cooperation Agreement with the City of Palmdale to accelerate the growth of Palmdale Airport. LAWA committed to developing and aggressively marketing the airport, and vigorously pursuing transportation and highway improvements in the region. Since then, SR Technics has opened an airplane maintenance facility there that eventually will employ 6,000 people.

Q8. DOES LAWA SUPPORT THE CONSTRUCTION OF A NEW AIRPORT IN ORANGE COUNTY?

- A. Yes. In fact, proposed LAX Master Plan alternatives assume that Orange County demand will continue to grow necessitating expansion of John Wayne Airport and/or development of additional capacity at a new site, such as the former El Toro Marine base. They also assume that other commercial airports in our region will expand to accommodate passenger levels projected by SCAG. LAX is assuming its share of total regional air traffic will drop from its current level of 75 percent to under 60 percent by 2015.

Q9. HOW SIGNIFICANT IS AIR CARGO ACTIVITY AT LAX TODAY? HOW MUCH CARGO WILL THE AIRPORT HANDLE IN THE FUTURE?

- A. LAX is currently the second busiest cargo airport in the world, handling 2.2 million tons of cargo per year. Today, LAX accommodates an estimated 79 percent of the region's air cargo and about one out of every four tons of air cargo shipped between the U.S. and the Pacific Rim. Some 54% of Southern California's total manufacturing output of \$160 billion is earmarked for export, more than half of it by air. To continue to adequately support this economic activity and its anticipated growth, LAX will need to handle double the amount of cargo that it does today by the year 2015—4.2 million tons annually.

Q10. HOW IMPORTANT IS IT THAT LAX PROVIDE INCREASED CARGO CAPACITY? COULD SOME OF THE DEMAND BE DIVERTED TO OTHER AIRPORTS?

- A. To keep up with demand in the Southland, cargo capacity will need to be expanded at other regional airports as well as at LAX. But, because of its location in the region's core business and manufacturing area, LAX must continue to play a vital role. LAX is a critical link to international trade, which generates billions of dollars in economic activity. In addition, some 80% of the cargo that lands at LAX is consumed in the Los Angeles area. Airlines have made substantial investments at LAX to support their current cargo operations and need room to grow. For many of these airlines, cargo and passenger operations would be difficult and costly to separate. About half of all cargo at LAX is carried in the "bellies" of passenger planes. However, the amount of cargo directly linked to airlines with passenger operations at LAX is much higher—about 60%. This includes the cargo flown by airlines that carry cargo only in the bellies of their passenger planes, as well as the cargo carried by airlines that operate both passenger and freighter aircraft and distribute their cargo between the two.

Q11. HOW MUCH WOULD LAX NEED TO INCREASE IN ACTUAL SIZE, OR LAND MASS, TO ACCOMMODATE THE ANTICIPATED INCREASES IN PASSENGER AND CARGO ACTIVITY?

- A. Proposed land requirements would range from less than 230 acres to approximately 340 acres, depending on the alternative selected. This increase would represent from less than 7% to about 10% of the airport's total current land mass.

Q12. WHAT KIND OF TOTAL ECONOMIC ACTIVITY IS LINKED TO LAX? WOULD THAT BE EXPECTED TO INCREASE?

- A. LAX is now directly linked to about \$60 billion annually in economic activity in the region and more than \$2 billion annually in state and local taxes. Economic activity associated with the airport would be expected to rise to more than \$82 billion per year over the next 15 years if LAX were modernized to accommodate greater demand.

Q13. WHAT ABOUT THE AIRPORT'S IMPACT ON JOBS?

- A. Activity at LAX currently provides almost 59,000 air transportation jobs at or near the airport and supports approximately 408,000 jobs in the region. Again, if the airport can be modernized to accommodate most of its demand, by 2015, air transportation jobs could grow to 65,000 and the number of jobs supported by LAX could grow to more than 425,000. If LAX is not modernized, airport related employment in the region would drop to 350,000 jobs by 2015 because of increased productivity and automation that will decrease the necessary number of jobs to do the same amount of work.)

Q14. IS SAFETY A FOCUS OF THE MASTER PLANNING PROCESS?

- A. Air safety is the number one concern of both LAWA and the FAA and a driving force behind plans to modernize LAX. A number of changes envisioned by planners are directly related to safety. For example, existing runways would be realigned to provide more independent separation of large and small aircraft for takeoffs and landings. For aircraft on the ground, the plan would increase the physical separation between runways and taxiways, and aircraft maneuvering areas and clearances would be enlarged. Maintaining airspace standards is also a focus of the planning process, including a major airspace analysis involving both LAX and the FAA.

Q15. WILL THE MASTER PLAN ADDRESS TRAFFIC ISSUES IN THE AIRPORT AREA?

- A. Absolutely. In fact, a Master Plan for modernizing LAX to accommodate the demand that will inevitably occur is our best opportunity to generate the financial and political resources needed to alleviate current traffic problems--both related and unrelated to airport use--as well as mitigate future traffic increases. Planners are looking at aggressive steps to improve traffic flow on surface streets adjacent to the airport and to greatly increase direct access to airport terminals by public transit and from main arteries such as the San Diego (405) and Century (105) freeways. Some of the major improvements under study are:
- ☐ An LAX Expressway that would offload airport traffic from the 405 freeway directly into the airport.
 - ☐ A new West Terminal that would reduce airport trips on Sepulveda and Century Blvd.
 - ☐ An airport ring road and automated people-mover system to improve circulation around and within the airport.
 - ☐ Reducing traffic congestion also will help to address air quality issues.

Q16. HOW WOULD TRAFFIC IMPROVEMENTS BE FUNDED?

- A. It's too early in the planning process to know specifically which sources of funding would be used to finance public road improvements, however all avenues are being explored, including the use of airport user fees. LAWA is working closely with state planning bodies such as the California Transportation Commission and the Governor's new Commission for Building for the 21st Century to develop state grant monies.

LAWA is also working with the FAA and U.S. Department of Transportation to secure federal funding sources uniquely available for airport uses. The U.S. Department of Transportation, for example, has discretionary funds to help finance improvements to National Highway System connections. Both an LAX Expressway, a direct connection to LAX from the I-405 freeway, and a planned extension of the I-105 should qualify for consideration.

Q17. WOULD FEDERAL OR STATE DOLLARS SPENT ON ROAD AND FREEWAY IMPROVEMENTS RELATED TO THE MASTER PLAN TAKE NEEDED DOLLARS AWAY FROM OTHER PROJECTS?

- A. State and Federal agencies that help to fund road and highway improvements are continually weighing the needs of the region as a whole and assessing the ability of proposed projects to address regional needs. Those projects that are the most beneficial to the region are those that are most likely to be funded. Many of the transportation improvements envisioned by the LAX Master Plan are, in fact, regional improvements that would help to alleviate serious non-airport related regional traffic problems and stand to benefit residents and businesses in Westside and South Bay communities.

Q18. WILL THE LAX MASTER PLAN ADDRESS AIR POLLUTION ISSUES?

- A. As part of the EIS/EIR process, LAWA is doing extensive analysis of air quality issues. Of course any plan ultimately proposed for modernizing LAX will have to be accompanied by extensive mitigation measures to address pollution caused by aircraft and by vehicles on the ground. Already numerous transportation measures are being considered to alleviate both existing and future traffic congestion that, in turn, will provide significant air quality benefits. These and other measures will expand on the work already being done by LAX to reduce emissions for airfield and ground transportation operations.

Q19. WHO WOULD PAY FOR THE MASTER PLAN IMPROVEMENTS?

- A. The Master Plan improvements would be funded primarily by passenger facility charges and airport revenue bonds whose debt service would be paid from airline landing fees, airport facility leases and concession fees. Federal Airport Improvement Program grants and federal and state funds for infrastructure and transportation projects important to the region's economy are also expected to help finance aspects of the project.

Q20. WHO WILL EVALUATE THE MASTER PLAN'S RECOMMENDATIONS?

- A. The ultimate decision-makers regarding the Master Plan are the members of the Los Angeles City Council, the Mayor and the Federal Aviation Administration. Their decisions will be based on the findings of the EIS/EIR along with recommendations from the Board of Airport Commissioners and the City Planning Commission. The South Coast Air Quality Management District, California Air Resources Board and Department of Transportation will ensure conformity with the federal Clean Air Act.

Input from communities and other government entities in our region also is extremely important. LAWA has been seeking community input throughout the planning process and will continue to do so. Once a draft EIS/EIR is issued, there will be extensive public review and comment on the proposed alternatives. The goal is to develop a final plan for modernizing LAX that makes sense not just for Los Angeles but for the entire region.

LAX and the Economy

Economic Benefits Generated by Los Angeles International Airport

Today

Regional Jobs and Economic Contributions: Approximately 408,000 jobs in the region are attributable to LAX. The airport generates \$60 billion annually in economic activity, accounting for 8.2% of the economic output for the entire region.

Los Angeles County Jobs and Economy: Approximately 328,000 jobs in Los Angeles County are currently linked to LAX. Los Angeles County benefits from nearly \$49 billion in economic output resulting from the airport.

City of Los Angeles Jobs and Economy: About 158,000 jobs in the City of Los Angeles are directly related to LAX. Each year, over \$21 billion is contributed to the city's economy by the airport.

Airport Jobs: Almost 59,000 people work at or near LAX at every level of skill and wage in providing professional and business services; concessions and retail; construction and maintenance; and in airline related fields such as flight operations, ticketing, baggage handling, aircraft maintenance, passenger assistance and security screening.

Global Cargo Handling Ranking: LAX ranks second in the world in the movement of air cargo. More than 2.2 million tons of air cargo was handled at the airport in 1999. LAX nearly equals Memphis International Airport, the headquarters hub for Federal Express, in air cargo tonnage. LAX exceeds Miami International Airport and Hong Kong Airport by wide margins.

LAX Master Plan

Regional Jobs and Economic Contributions: If the Master Plan is implemented, an additional 75,000 jobs will be created in the region by 2015 (as compared to no modernization at LAX under the No Project Alternative). The modernized LAX would contribute \$82 billion annually to the regional economy by 2015 – an increase of 29% over what would be generated if nothing were done at LAX.

Los Angeles County Jobs and Economy: More than 63,000 additional jobs will be generated in Los Angeles County by the modernization of LAX. Implementation of the Master Plan will result in an additional \$18 billion in economic activity for Los Angeles County – an increase of more than 35% over the economic output to be gained under the No Project Alternative.

City of Los Angeles Jobs and Economy: 35,000 additional jobs in the City of Los Angeles will be attributable to LAX if the Master Plan is implemented, a 25% increase in LAX-related jobs for the City. LAX-related economic activity within the City of Los Angeles will be boosted by \$8 billion – 36% more than what the City would gain with no modernization at LAX .

Airport Jobs: 65,000 workers will be employed at or near LAX if the Master Plan is implemented. This number does not include the thousands of construction-related jobs that will be generated by the 15-year modernization program (presently estimated at a minimum of 55,000 jobs).

Cargo Handling Improvements: If improvements to the cargo facilities envisioned in the Master Plan take place, LAX could handle 4.2 million tons of air cargo annually, about twice the current amount. Cargo handling will also be facilitated by Master Plan improvements in ground transportation and traffic congestion relief on the two freeways and the surface streets in the vicinity of the airport.



LAX and Ground Transportation

Actions to Relieve Congestion and Improve Traffic Safety

Now Underway

Park & Ride Traffic Reduction: LAWA's FlyAway park-and-ride program shuttles over 700,000 passengers per year from the San Fernando Valley to LAX and back, removing hundreds of thousands of cars from the San Diego (405) Freeway.

Carpooling: Nearly half of LAWA's 2,000 employees rideshare through carpool and vanpool programs and public transportation – the best participation rate by a public agency in the state. Through the vanpool program, 6.2 million commuter miles were eliminated in 1998.

Freeway Access Improvement: The northbound Sepulveda Boulevard off-ramp from the Century (105) Freeway will be widened to two lanes in order to improve existing freeway access to LAX. This will reduce backup on the freeway by creating a more efficient transition into the airport.

Sepulveda Tunnel Safety Improvement: A \$33.5 million upgrade of the Sepulveda Tunnel began in January of this year. The entire lighting system in the 46-year-old tunnel is being replaced and the ventilation system will be upgraded to meet today's fire safety code. The tunnel will be repainted with graffiti-resistant paint.

Improved Traffic Management: A Traffic Management Center will be established within the next two years to help airport users move more efficiently and quickly in and around the airport. Closed circuit television cameras will help monitor traffic in the area and traffic managers will have the ability to remotely adjust the timing of local traffic signals. Changeable message signs and a new radio station will alert airport users to traffic information and problems. The text, locations and visibility of airport-related roadway signs will also be improved in and around LAX.

LAX Master Plan

Regional Park & Ride Expansion: LAWA will expand the FlyAway program throughout the region to allow passengers to check their baggage through to their destination at a remote location and ride to the airport in clean-fuel powered buses.

Freeway Congestion Relief: The new LAX Expressway will draw traffic off the airport segment of the San Diego (405) Freeway and connect directly to the airport ring road to provide direct access to terminals and cargo areas, thus reducing traffic on the freeway and local streets. High occupancy vehicle lanes will be developed on area freeways.

Surface Street Congestion Relief: The new expressway will connect to a new airport ring road, delivering passengers and freight directly to the airport terminals, reducing traffic on local streets in the neighborhood around the airport.

Additional Terminal and Traffic Access: The new West Terminal will disperse traffic by providing an alternate point of entry to the airport, thus reducing congestion in the overcrowded central terminal area. The new terminal, along with the new ring road, will also help reduce neighborhood traffic problems, including congestion in the Sepulveda Tunnel.

Mass Transit Connection: The Green Line will be extended directly into the airport to provide non-automobile, direct service to LAX, further reducing the traffic load on both surface streets and freeways.

Efficient On-Airport Transportation: An automated people mover system will be added to reduce on-airport traffic congestion and move passengers efficiently to and from their flights, allowing the airport to handle more passengers in less space. The people mover will connect to the Green Line transit station and will link existing terminals with new concourses and new West Terminal.



LAX and the Environment

Actions to Improve Air Quality and Reduce Noise

Air Quality Today

Clean Fuels Program – Door-to-Door Vans: As a condition of doing business at the airport, LAWA requires all door-to-door passenger shuttle vans serving LAX to be natural gas-powered within 3 1/2 years.

Clean Fuels Program - Airport Vehicles: LAWA has converted one-third of its 600-vehicle fleet to natural gas. In the next four years, as more vehicles wear out and are replaced, the number of clean fuel vehicles will be increased by another 50%. In addition, LAX currently operates 49 natural gas-powered buses and will have the full fleet of 52 running on natural gas by 2001. These buses replaced diesel-powered units and have reduced NOx emissions by 65%.

Park & Ride Car Emissions Reduction: LAWA's FlyAway park-and-ride program shuttles over 700,000 passengers per year from the San Fernando Valley to LAX and back, cutting down on the emissions that would otherwise come from hundreds of thousands of passenger cars.

Electric Vehicle Support: Within the next two years, 20 additional recharging stations for electric vehicles will be installed at LAX – tripling the current number of stations for electric cars, which are also allowed to park free of charge.

Clean Airfield Technology: LAX is conducting an innovative test project for a cleaner and quieter electric "push-back" tug to handle up to 767-size aircraft. In addition, LAX provides special aircraft electrical power at all 134 gates so that it is no longer necessary to idle jet engines for auxiliary power, potentially cutting 20 tons of aircraft emissions per year.

Noise Reduction Today

Phase-Out of Older, Noisier Aircraft: Advances in aircraft and engine design, coupled with restrictions on older, noisier aircraft, have resulted in significant decreases in noise levels associated with LAX in recent years. Stage I aircraft were banned from operation in 1991 and commercial Stage II aircraft were completely phased out as of January 1, 2000. The newer Stage III aircraft are significantly quieter than their predecessors.

Residential Soundproofing Program: Los Angeles World Airports is funding the Airport Residential Soundproofing Program in order to significantly reduce aircraft noise levels in homes near the airport. The \$200 million program will provide soundproofing for approximately 9,000 residential units in Playa del Rey, Westchester and areas of South Central Los Angeles during the next five to seven years.

Additional Neighborhood Noise Mitigation: Los Angeles World Airports has also allocated airport revenues for grants to local jurisdictions so they can acquire and recycle incompatible residential property into more compatible uses and conduct further residential sound proofing. For example, \$49.5 million in grants have been dedicated to the neighboring city of Inglewood under this noise mitigation program. Other jurisdictions that have received funds have included the City of El Segundo, the City of Los Angeles and unincorporated areas of Los Angeles County adjacent to LAX.

Task Force on Noise: The Southern California Task Force on noise was established in 1998 through a partnership with the Federal Aviation Administration to address community noise concerns in Los Angeles. The Task Force met with Federal Aviation Administration officials, airport officials, members of the community, elected officials and aviation user groups in order to identify noise concerns and develop solutions. One important accomplishment of the Task Force has been the reduction of commercial aircraft flights over the Palos Verdes Peninsula and other communities. The Task Force is currently undergoing a reorganization and will eventually take the form of a Community Round Table. The group will include LAWA officials, FAA representatives, technical advisors and local elected officials, and will meet regularly with the public to address community noise impacts.

Noise Hotline: LAWA has a 24-hour noise incident reporting hotline (310-64-NOISE) staffed by operations personnel who respond quickly to calls and seek solutions to curb noise levels.

Master Plan

Expanded Park & Ride: LAWA will expand the FlyAway program to serve the entire region, allowing passengers to check their baggage through to their destination at a remote location and ride to the airport in a clean-fuel powered bus.

Reduced Area Congestion and Emissions: To create direct access to LAX and reduce the stop-and-go traffic that elevates automobile emissions, the new LAX Expressway will draw airport traffic from the San Diego (405) Freeway and connect with a new airport ring road. Together, these measures to improve access to LAX will reduce traffic on the streets and freeways and in the terminal area.

On-Airport Congestion and Emissions Relief: An automated people mover system will link existing terminals with new concourses and the new West Terminal. LAX users will be able to quickly and easily access any part of the airport, thus reducing emissions from on-airport vehicle traffic.

Expanded Noise Mitigation: Noise mitigation programs in the community, such as the Residential Soundproofing Program, will be sustained and expanded under the Master Plan. The majority of these expanded noise mitigation measures will be funded by fees charged to passengers who actually use LAX.



The LAX Master Plan Process

Overview of Master Plan

Timing and Design

The **LAX Master Plan** is designed to be a careful and thoughtful process that will project the future needs of LAX in a regional context, and determine the best way to meet these needs in a manner sensitive to community and environmental interests. The process has been designed to provide ample opportunity for public discussion and input, while keeping the planning and environmental studies on track for a timely completion.

The LAX Master Plan is being developed in three phases:

Phase I - Research: During Phase I, completed in December of 1995, existing airport conditions were defined, future demand was estimated and the public consultation process was initiated. Research determined that demand for air service by 2015 could reach 98 million annual passengers and 4.1 million annual tons of cargo.

Phase II - Concept Development: Phase II was initiated in February of 1996 to evaluate and plan for facilities needs and airport layout at LAX to meet forecasted demand. Further public consultation included community meetings to review four proposed airport development alternatives released by Los Angeles World Airports after an examination of more than two dozen options. As a result of public input, two of the four alternatives were eliminated, and others were put forward.

Phase III - Environmental Assessment: Phase III of the Master Plan is now underway. This phase consists of a thorough evaluation of the development alternatives, following both Federal and State environmental review procedures. The environmental review process, now in progress, will take the form of a joint Environmental Impact Statement (EIS) under Federal environmental law, and an Environmental Impact Report (EIR) under California law. This report will provide complete descriptions of the environmental conditions in and around LAX, the potential impacts of the improvements associated with each alternative on the physical environment, and mitigation measures to address potential impacts.

After thorough public review of the environmental assessment, a preferred alternative that balances economic and environmental needs will be considered by the LAWA Board of Airport Commissioners, the Los Angeles City Council and Mayor and the Federal Aviation Administration.

Alternatives Under Review

The LAX Master Plan Draft EIS/EIR analyzes one “no-build” and three “build” alternatives for the future of LAX. In brief, these alternatives are:

No Project Alternative:

This alternative assumes that no new improvements will be made at LAX before 2015, with the exception of any projects that are already planned at the airport. Capacity and operating constraints would only allow for future annual passenger growth from 64 million annual passengers (MAP) to 79 MAP by 2015 and the accommodation of only 3.1 million annual tons (MAT) of cargo by 2015.

No Additional Runway Alternative:

This alternative would not add any runways to the airfield at LAX. The outboard northern runway would be relocated and both northern runways would be lengthened to accommodate larger aircraft. Center taxiways would be added between both the northern and southern runways in order to improve safety and operational efficiency. Cargo facilities would be expanded to meet the needs of LAX through 2015. Completion of the improvements included in this alternative would allow LAX to accommodate 89 MAP, 4.2 MAT of cargo and 2,300 daily flights by 2015, an increase of less than 100 flights over current levels.

Added Runway North Alternative:

This alternative adds a new runway to the north airfield. The existing northern runways would be relocated south in order to increase the lateral spacing between all three runways. The efficiency and safety of the taxiway/taxilane systems on both the north and south airfields would be improved. Cargo facilities would be expanded in the southeast corner of the airport. The improvements included in this alternative would enable LAX to accommodate 98 MAP, 4.2 MAT of cargo and approximately 2,700 daily flights by 2015, an increase of 500 flights daily compared to today.

Added Runway South Alternative:

This alternative adds a new runway to the south. The existing southern runways would be relocated north in order to increase the lateral spacing between all three runways. The efficiency and safety of the taxiway/taxilane systems on both the north and south airfields would be improved. Cargo facilities would also be expanded. Completion of the improvements included in this alternative would allow LAX to accommodate 98 MAP, 4.2 MAT of cargo and approximately 2,700 daily flights by 2015.

Improvements common to each “build” alternative:

- A new west entrance and terminal with additional aircraft gates, rental car facilities and parking would be added.
- A people mover would provide passenger access from new parking facilities and the west terminal to new concourses west of the Tom Bradley International Terminal and all other terminals.
- The LAX Expressway would draw traffic off of the San Diego (405) Freeway and connect to an airport ring road to provide direct access to terminals and cargo areas, thus reducing traffic on the freeway and local streets.
- Additional high occupancy vehicle lanes would be developed on area freeways.
- The Green Line would be extended into the airport to provide direct mass-transit service to LAX.
- A more balanced and efficient airfield capable of handling increased operations and larger aircraft.